

## THE SINKING OF THE ADELAIDE.

Captains and Engineers Disagreeing as to the Handling of the Boat.

Benedict J. Fisher, late master of the steamboat Adelaide; James E. Basie, his engineer; James Crouthers, the chief engineer, and several other persons were examined yesterday by the United States' Local Board of Inspectors of Steam Vessels concerning the collision between the steamboats Grand Republic and the Adelaide in the North River off the foot of King street on June 22, whereby the Adelaide was sunk.

Capt. Fisher testified that when off Eleventh street, North River, he sighted the Grand Republic coming up the river about half a mile distant. He thought that she was going in at Leroy street to make her usual landing. He blew one whistle, signifying that the Adelaide would go to the right. He received two whistles from the Grand Republic in answer. He then told the pilot of the Adelaide, who was with him in the pilot house, to blow another whistle. The pilot blew his whistle, and they got two more whistles, and away went the Grand Republic. At that time the wheel of the Adelaide was putting over, and she was steering toward the Jersey shore, the two steamers coming toward each other.

James E. Basie, master of the Adelaide averred that while sitting in the engine room before the collision, he heard one whistle from the boat about one-half mile off to the left, and a steady, short whistle. It had a long note, and half a minute later he heard a distant whistle; then he got a single bell, and then the other. He thought that the boat was the Grand Republic is coming for us. He said that if he had got a bell to stop and back before he got the single bell, there would have been no trouble about the engines backed as well as anyone he ever handled.

Chief Engineer Crouthers said that about the time of the collision he heard three bells, one about an eighth of a mile apart. If instead of the single bell, there had been three bells, the Adelaide would have had steerway on her, and the collision would not have taken place.

## CONEY ISLAND'S NEW HOTEL.

The Oriental, that is to be thrown open this week.

Another hotel, the Oriental, is about to be opened at Coney Island. Probably by Thursday, but on Saturday at the latest, it will be ready for its patrons, a sufficient number of whom have already engaged rooms to make it impossible for any more to be accommodated for the present.

The Oriental stands nearer to the sea by many feet than any of the other hotels on the island. It has a frontage of 510 feet, and is six stories in height. There are two wings at the east and west ends, which run back toward Second street. The building is of white stone, with a painted light shade of green. It has many towers and pinnacles, sloping roofs, and awning-covered windows. There are about fifty rods out in front of the hotel, a lawn, a path leading to its main entrance, to reach which you ascend a very wide semi-circular flight of steps.

The hotel is a picture, and is fitted in mahogany, provided with a telegraphic annunciator connecting with all the nearly four hundred rooms, and will have telegraphic connections with every part of the country. The runs from the main floor to the roof, and the ascending draft makes all the halls very cool.

On the main floor of the eastern wing are two large saloons, and ladies' and gentlemen's bedchambers. This part of the hotel is devoted to sleeping rooms. Adjoining the east wing on the ground floor is a restaurant. At the end of the office on this floor are two private dining rooms and the great dining hall. Underneath the main floor are the store rooms, and in a part of the building, just below the hotel, the entrance, is the kitchen, which is admirably fitted up and ventilated. The laundry and furnace room are still further to the rear.

Opening off the office is the smoking and reading room, the bar, billiard rooms, bowling alleys, and a billiard room.

On the second floor are three beautifully furnished parlors for ladies. The sleeping rooms are all of good size. Their furniture is of ash, the beds being of maple. The curtains are of the best material, and the promenades are sumptuous.

The style of the hotel in its architecture and appointments is Eastern; hence the many of the carpets are of Chinese patterns, as are the curtains of the ladies' parlors.

Mr. McKinley & Co., proprietors of the Manhattan, Mr. T. S. Cozzens, the original proprietor of Cozzens' Hotel, at West Point, has been placed in charge.

## An Iciting Plot.

An employee in a restaurant at 10 Battery place was handed a \$10 bill by a soldier to change. Adding \$25 of his employer's money to the \$100, the servant absconded. That was a week ago. Yesterday a gentleman was accosted in Union square by a man, who said he lacked employment, had made his bed on a bench in the park all night, and was suffering from hunger. The gentleman gave him a quarter of a dollar. The servant was seen again this morning. The benefactor inquired as to the other's success in obtaining work.

"Success" was the reply. "If I could only get to Coney Island I'd be all right."

"At Coney Island, I had some trouble there and left. I found some money, and me and another fellow went to New Haven. We had to sell my vest and shoes to get back."

The kind-hearted gentleman said, "I have no money to reward you, but under ordinary you can return with the answer."

The plot was for money, and the fellow went on the errand, took the money, and escaped. He was the runaway from Battery place.

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